IN A WATERY GRAVE

The Battleship Victoria Sunk by the Camperdown.

FOUR HUNDRED LIVES LOST

The Ill-Fated Vessel Lies Off Tripoli, Reel Up. in Eighteen Fath-

Losson, June 21.—Her majesty's great twin serew battleship Victoria, flying the flag of Vice Admiral George C. Tryon, K. C. B., commander of the Mediterranean station, was sunk in ghteen fathoms of water off Tripol red of her officers and crew went to the ottom with her. The disaster was due to the fearful bungling of either her own officers or those of the battleship Camperdown. In broad daylight, during a maneuver, she was run into head on by her companion ship, and in less than a quarter of an hour she had disappeared in the waves, carrying with r all on board. Twenty one officers, including Vice Admiral Tryon, are re-ported drowned and the great lighting ship law a useless wreck, bottom side up, beneath the waves.

The information so far received is scant, but enough news has come from Syria to make it apparent that the dis-aster is one of the most horrible, as well mater is one of the most horrible, as well as one of the most disgraceful, that has ever befallen the English navy. The Victoria was a battleship of \$10.10 tons and 15.100 horse power and mounted fifty guns. She was built by the Armstrage and was regarded as one of the crack fighting machines of the British navy. Her model is now in Chicago at the exposition. She was selected as Sir George Tryon's flagship when Tryon was made vice admiral, and assigned to the Mediterranean station. August 20, 1801. The Camperdown is also of the Mediterraneau fleet and is a slightly smaller boat than the Vectoria. She is of 10.630 tons and 11.500 horse power.

Scene of the Disaster.

Tripoli, near where the collision happened, is but seventy niles from Damascus. It has a small harbor, which is so shallow as to be noteworthy unsafe. It is supposed that the Victoria found a lack of sea room in putting about as the Camperdown came on, and the latter boat hit the flagship squarely on the starboard side with her ram. The Camperdown was moving under a high steam pressure and the effect was such as would have been made with an ax on a plank. The plates of the Victoria just forward of the turnet were torn apart and a perfect flood poured into the hold of the flagship. She began to sink immediately. The engines of the Camperdown were reversed at once, but not thefore she had hit the Victoria a second time and completed the work of destructime and completed the work of destruc-tion. Every effort was made to save the shap but the Victoria settled so fast that this was seen to be impossible, and the men losing all discipline, cast losse the small boats and attempted to reach the Camperdown.

Two Hundred and Fifty Saved.

Only three of the bosts got free of the suction of the sinking ship. The rest were overturned and many of the occupants of these were drowned with the men who were cooped up in the battle-ship beyond all chance of rescue. Vice Admiral Tryon is said to be one of those who went down with the ship. The Victoria hardly moved forward after the biew. The water poured so rapidly into her engine room that the fires were extinguished before the engineer had time to sak the trouble.

The Campendown was in command of Capt. Charles Johnstone. Every effort was made by her officers and crew to save the wretched men of the Victoria. All her bouts were put out and many of the Victoria men were picked up in the water besides those taken from the for-turante leasts of the flagship. The num-her of exceed is given at 250.

The officers of the Victoria are reported to have acted with great beavery and cooliness. Most of them stuck to the ship till the last, trying to steady the r men and cast loose the bouts. The action of the younger officers is espec-tally commenced. Many of them went down with the ship. The Victoria sack entries till the water in the startcard ands pulled her over, when she capeized completely, with her keel in the zir. The first official information received by the minimity was the following dis-path from Eerr Admiral Albert H. Markham of the flagship Trafnigar, who

a regret to report that while manous veries of Tripoli this afternoon the Victoria and Camperdown collided. The Voterm such in fifteen minutes in eighteen fathems of water. She lies be from uppermost. The Camperdown's ram truck low-and of the turret on the star own'd side. Twenty one officers user decembed. Two hundred and fifty the men ware saved. The injury to the Camperdown has not yet been fully as certained, but it is sections and will necessitate her going on dock for repairs. I propose to send the sorrivors to Malta.

The collision caused the greatest construction in England. Because of it the queen has postponed the ball which was to have been given tonight. The Victoria has been a favorite ship of the queen. The original intention of the coloring of dmirality was to name the buttleship the Rencen, out it was completed in 1883 and in bosor of the queen's publica it was christened Victoria. A silver muchi of the boat was presented to her

A menting of the minimity has been A mosting of the minimity has been emiled and now in progress. A great cross of people, including many who had relatives as friends on the Victoria, is gathered around the minimity office elamoring for acres and denouncing the officers of the Camperdown and the Victoria. The police have been called to clean the stroffs and they have charged repeatedly upon the mob. Further details of the denoter continue to pour is, none of them tending to bessers the size some of them tending to been the size of the double lost. All disputches give great specifity the offers and over of the officers gain order to close the wellwater is the comparisonal into which slight attact the Camperdown draws her name. As the has called attaching the man could do anything the Victoria thing water.

All efficial telegrams in regard to the loss of the ship will be sent to the queen at Windoor Chatje. As seen as her majorty received Rear Admiral Markham's dispatch, which was instructionly forwarded to her, the give or-sers for the postponessent of the state built that was to have taken piace at Buckingham Palees tonight.

Mr. Gladatone was greatly shocked when he was informed of the sinking of the Victoria and the great loss of life that had attended the foundering of the years. The prime minister informed

that had attended the foundering of the vessel. The prime minister informed the house of commons of the accident, and paid a most glowing tribute to the worth of Vice. Admiral Tryon, who, he said, was one of the ablest and most esteemed officers in the service of her majesty. Mr. Gladstone said that there were fill officers, seamen and boys and 107 marines on board the ship. It was feared of this total of 718 souis 430 had been lost. He was supe that the deepest sympathy of the house would be felt for the brave men who had found an early grave in the service of their country and that it would be extended to their relatives and friends.

Officers Supposed to Be Lost.

Captain Bourke was in command of the Victoria when she sank. According to the navy list the principal officers of the Victoria were: Vice Admiral, Sir George Tryon; captain, Maurice A. Bourke; commander, Charles L. Ottley; chaplain, the Rev. Samuel S. O. Morris: fleet surgeon, Thomas Hoister; fleet paymaster. Valentine D. J. Rickord; fleet engineer, Felix Foreman. The compliment of officers and crew of the Victoria comprised 600 men. The list of officers drowned includes besides Vice Admiral Tryon, Chaplain Morris, Lieutenant Monroe, Fleet Paymaster Rickord, Fleet Engineer Foreman. Engineer Harding, Assistant Engineers Deadman, Hatherly and Seaton, Gunner flowell, Boatswain Barnard, Carpenter Bell, Midshipmen Fawes, Lanyon, Henley, Gambier and Scarlett, Cadet Stokes and Clerks Allenn and Savage.

Her Bulk bends Bad.

Her Bulk heads Bad.

An interview was had with the Right Hon. Arthur Forwood, a well-known ship owner, senior partner of the firm of Leech, Harrison & Forwood of Liverpool and Forwood Bros. & Co. of London, who was secretary of the admiralty. Mr. Forwood said it was a wonder that such an accident had not occurred before. The Victoria had a longitudinal bulkhead running through her, besides a number running scross ship. She was thus divided into compartments on each side of the longitudal bulkhead without a communication between them. In his opinion what had occurred was this:

The Camperdown had struck the Victoria a rapping blow, glancing along the side and opening out the plates above several of the compartments. The water was then admitted into a number of the compartments on one side of the ship, causing her to capsize by its great weight. The longitudinal bulkhead was a good thing in its way, Mr. Forwood said, but it did not serve to avert disaster. . "The immediate cause of the collision," he added, "cannot now be exactly stated." The squadron appears to have been maneuvring, probably within a space of three miles, leaving a small space for each vessel to move in. A space for each vessel to move in. A misrca-tieg of signals may have caused the accident.

William's Sympathy.

The Duke of Edinburgh has received this dispatch from William II.: "Words cannot express our horror. We all sympathize with our Eritish comrades. As token of our sympathy your ensign is flying from the main masts of our vessels, with our own ensign at half mast, according to my orders."

The Duke of Edinburgh replied: "The British navy and nation feel deeply the sympathy expressed by your majesty

sympathy expressed by your majesty and our brother officers of the German navy for us in this great disaster.'

In discussing the dieaster this evening, Lord Brassey, one time secretary of
the admiralty, said that the sinking of
the Victoria supplied a strong argument
against building more big men of war.
It was evident, he said, that the Victoria's armor afforded her no protection
from the Camperdown's ram. While
not convinced that smaller vessels were
safer than large ones, he thought
it was easier to distribute the country's
strength among less pretentious men of

it was easier to distribute the country's strength among less pretentious men of war rather than a few monster battle-ships. It was poor policy to put so many eggs in one basket.

A circular issued this evening says that the queen received the news with the deepest grief, and that "her heart bleeds for the many homes plunged in monotone."

The queen will publish tomorrow a special letter of conclolence with the families afflicted by the disaster.

A dispatch received at 2 o'clock this morning from Beyroot says that the collision occurred at 5 o'clock yesterday afternoon about seven miles from Tripoli. The vessels were almost at right angles The vessels were almost at right angles when the Victoria was struck. Those on the Victoria's deck at the moment of the collision scrambled away and were rescued by bouts from the Camperdown and several other vessels. The men below had no time to reach the deck. The sudden keeting of the Victoria caused her to begin to fill immediately and no energy was possible. She went down in about eighty fathoms of water. It is difficult to obtain the names of the

about eighty fathoms of water. It is difficult to obtain the names of the rescued as they are about several vasceis, and so far all the vessels have been devoted to recovering bodies.

Shortly after the collision five bodies were taken from the water, one of them the body of the paymaster. They were buried last evening with military bonors. The Camperdown were severely damaged forward in the collision. Temporary repairs will be made and she will start home. It is said here that several times the Victoria had shown signs of weakness in her steering gear. One theory is that on account of this weakness she became unmanageable and could not get out of the Camperdown's way.

Loaners. June 21. The princess of Waies received at Mariberough house today Thomas P. Bayard, the new United States ambuscalor, and Mrs. Bayard.

Wassermover, June 21.—It has been stated that Justice Blatchford is not so ill as reported in the press dispatches, but the possibility of his retirement from the bench after recovery from his present attack is generally resignized it is and that his physician has advaced such a course, horizing that the two sight attackers paralysis from which he has cuffered may through mental and physical signis, develop into rome.

Would Be Run in the Mud.

ENTRIES, WEIGHTS AND JOCKS

lon and Britten Will Get a

Curcano, June 22.—Lowering clouds this evening have caused great anxiety among the owners and trainers of American derby candidates at Washington park. There is, however, a brisk breeze from the south, and that their hopes for a fair day tomorrow may be realized is not improbable. The track is now in fine condition, and if it remains dry fast time may be expected. All the contest ants for the \$60,000 prize received their final preparation this morning and unless the owners change their minds the starters, with their jockeys and weights will be: Don Alonzo, 122, Lamley; St. Leonards, 122, Fitzpatrick; Chorister, 122, Taral; Ramapo, 122, I. Murphy; Clifford, 122, Martin; Strathrose, 122, Manser; Lookout, 122, Kunze; Boundless, 122, Irving; Plutus, 122, A. Clayton; Buck McCann, 122, Thorne; Tyro, 115, Overton; G. W. Johnsou, 122, Doggett; Opoto, 122, G. Miller. In addition to these Miles Standish, St. Croix, Ingomar and Aldebaran are possible starters.

Great Betting Bace.

It is likely to be a great betting race. The southern contingent can see nothing but Clifford, while Lookout, the Kentucky derby winner, has many warm admirers from the blue grass state. Buck McCann and Chorister are well liked and it is difficult to place money on any one of these four in the ante-post books. They are expected to open at from 2 to 8 to 1 at the track tomorrow. Don Alonzo is at 2 to 1 tonight with St. Leonards an equal favorit; the eastern bookies fearing him more than the Dywer crack. Don Alonzo on his final trial made the mile in 152 and the derby distance in 238, Boundless, the Cushing candidate, covered the distance in 238, slowed up after the mile, which he made in 159. Clifford did a mile and a quarter in 2:19. Martin then took him the distance in 25714.

What They've Done.

Strathrose, with Manner up, was given a very slow canter, covering the distance in 3:0114, very easy and no hurry to stop. Lookout, who is said to be short of work, did his mile yesterday in 1:5334. The Keene pair, Chorister and St. Leonards, were sent the distance close together in 2:53, but St. Leonards finished much the fresher of the two. These figures, however, are not of much value in determing form, as there is no record of the weight carried by any of the horses. Don Alonzo and St. Leonards are said weight carried by any of the horses. Don Alonzo and St. Leonards are said to have gone the mile and a half in 2:36 with the last quarter in :23, and they will no doubt be the favorites tomorrow. None of the other contestants has done such work as this, it is believed, though the performances of some of the less notable entries have not been advertised. This element of uncertainty and the possibility of a damp day tomorrow, which would upset all calculations, serve to make the American Derby of % one of the most interesting, as it is, with one exception, the most valuable stake event ever run in this country.

The weather bureau sent out at 11:30 o'clock last night a bulletin showing that the probabilities were that derby day would be a cloudy one, accompanied by showers and local storms. The weather will also, according to the observers, be cooler.

Tonight's Betting.

Tonight's Betting. Betting tonight on the derby is as follows: Plutus, 30 to 1; Strathrose, 15 to 1; Tyro, 50 to 1; Lookout and Boundless (coupled), 4 to 1; Don Alonzo, 5 to 2; Ramapo, 10 to 1; Aldebaran, 50 to 1; Chorister and St. Leonards (coupled), 3 to 2. Ingomar, 30 to 1; St, Croix, 20 to 1; Oporto, 50 to 1; C. W. Johnson, 15 to 1; Clifford, 7 to 2; Buck McCann, 15 to 1; Miles Standish, 100 to 1. The following are the entries and weights for Saturday's races at Washington park: Tonight's Betting.

First race, one mile, purse \$1,000, for 3 year olds and upwards—Buck McCann. Ferrier, Fitzsimmons, 107 each; Mabelle, 121; Ulster, Falero, Huron, 1.22 each; Vermont, 125.

Second, six furlongs, purse \$1,000, for 3 year olds and upwards—Flora Glenn, 26; Prize, Peril (formerly Iris F.), 106 each; Ducat, Spartan, 111 each; Highland, Esperanza, Helter Skelter, 119 each; Glee Boy, Pedestrian, 122 each; Abandon, 124.

Third, one and one-half miles, the Third, one and one-half miles, the American derby, value \$50,000 Stra throse, Tyro, 115 each; Plutus, Lookout, Boundless, Don Alonzo, Ramapo, Alde-baran, St. Leonards, Chorister, St. Croix, Oporto, G. W. Johnson, Clifford, Miles Standish, Buck McCann, Ingomar, 122

each.

Fourth race, eight and one half furlongs, seiling, for 3-year olds and upwards: Bonnie Trup, 85, Hasty, 89,
Oporto, 97; Mockahi, 98; Ragner, 101;
Miss Patton, 103; Tenny, Junior, 104;
Helen N. Beenie Bisland, 105 each; Ett
Kending, 108; Sir Walter Raleigh, St.
Croix, Puryiar D., Torrent, Rambier,
108 each; W. B., 110; Loudon, 112.

Fifth race, four and one half furlongs,
for 2-year olds, purse \$1,000. Kindness,
Orinda, Leo, Payche, Dolly Varden,
Banker's Daughter, 108 each; Fred L.
D. Buenos Ayrea, Cash Day, Caroline
Hamilton, 111 each; Will Fonso, Hi
Henry, Rap A Tap, Dolly, colt, Lazzarone, Peter the Great, James V. Carter,
Fa Juice, 115 each; May Thompson, 120.

Warenzoo, Iowa, June 23.—Berry, who leads the van of the cowboy racers, arrived here at 9:00 tonight and retired for the night. He will leave early to the

morning.

Iowa Paris, Iowa, June 21. Herry was the first of the coupoy racers to reach this place. He came in at 4.30 this morning and departed after a four hours rest. Gillespie and Stephens arrived at \$55 and left at 10.20. derived at 1938 and left at 10.20.

Jones arraved at 4 o'clock this afternoon and departed at 1.5t. His houses were in expellent condition and it is beforeed that he will soon overtake the leaders. Smith and Albright have not yet made their appearance. The Mindleton is at Fort Dadge, but is hope.

Winners at Laterale.

Laterala, June 22.—First ruce, six furlongs—Ladus wes. Finalishire second,
Avondale third; time, 1:1834.

Second, one mile—Furest Rose wos.
Old Pepper second, John Berkley third;
time, 1:4834.

Third, seven furlenge—La Colonia
won, Tasco second, Maid Murian third;
time, 1:2834.

Fourth, five furlenge—McLight wos.
Wilbur second, Anna Mayes third; time,
1:03.

Fifth, mile and a quarter, Cincinnational handicap Galindo won, Dolly McCone second, Miss Dixis third; time,

McCone second, Mass Dirie third; time, 2:0814.
Sixth five furlongs—Master Fredwon, Preference second, Fossecs third; time, 1:0414.
Seventh, six furlongs—Reading won, Yo Tambien second, Odrey third; time,

Day for Mad Larks.

New York, June 22.—Only a few of the faithful attended the Sheepshead Bay races today. Summary:

First race, are furlongs—Glenmoyne won, Kingston second, Wah Jim third; time, 1:10½.

Second, air furlongs—Dobbins won, J. P. H. second, Melody third; time, 1:12.

Third, six furlongs—Chattanooga won, Restraint second, Lizely third; time, 1:10½.

Restraint second, Lizely third; time, 1:10%.

Fourth, mile and an eighth—Now or Never won, Virgie second, Peg Leg third; time, 1:57%.

Fifth, one mile—Leonawell won, Harlem second, Sarah Goss third; time, 1:43.

Sixth, mile and an eighth—Glouming and Longstreet, dead heat; Watterson third; time, 1:54%.

GLOTCESCER, June 23. First race, mile and a quarter—Glenall won, Hyacinthe second, Jack Star third; time,

Second, five furlongs—Traverse won, Sawdust second, King Richard third; time, 157.

Third, five furlongs—Flourette won, 8t. Hubert second, Silence third; time,

Fourth, seven furlongs—Cartoon won, Drizzle second, St. Patrick third; time,

Fifth, half mile—Resalin won, Belle Blackburn second, Duke of Closter third; time, 5%.

Sixth, six and a half furlongs—Emblem won, Poverty second, Mary B. third; time, 1:271;

CHICAGO, June 28.—Hawthorne re-sults follow: First race, five furlongs— Erie won, Artie Fern second, Folly third; Second, six furlongs—Tom Daly won, dariellens second, Barnard third; time,

1:17).
Third, one mile—Duke of Milpitas won, Kimberly second, Silverado third; time, I:414.
Fourth, six furlongs—Bolster won, May Bird, second, Rouser, third; time,

Fifth, six furlongs—Annie Brown won,
Dr. Bill second, Artemus third; time,
1:174. Sixth, steeplechase—Clamor won, Flip Flap second, Mariner third; time, 3:3112.

GARDINER, Me., June 23.—The well-known stallion Arrival, record 2:241, and for whom his owners last season refused \$15,000, died last night at Pine Tree farm, from a rupture. YESTERDAY'S BALL GAMES.

Phila... 0 0 0 0 0 1 0 1 3 - 5 7 2 New Y'k.1 5 0 4 1 0 0 0 -11 12 2 Batteries-Weyhing and Clements; Rusis and Milligan. Umpire-Lynch.

Batteries-Clarkson, Youngand Zimmer; Killen, Terry and Stenzel. Umpire-Mc-Quaid. At Boston-The Baltimore-Boston game postponed; rain.

At Brooklyn-The Washington-Brook lyn game was postponed; wet grounds.

No Apparent Let Up in the Monetary

New York, June 21—R. G. Dun & Co.'s weekly review of trade will say: The change expected from the issue of clearing house certificates, thus utilizing credits instead of cash in local dealings, has not yet been rgalized. The failure of banks at San Francisco has led to a heavy demand from that quarter, \$1,500,000 having been sent in a single day. Distrust of weaker banks was avoided by the application of the Bank of Comheavy demand from that quarter, \$1,500,000 having been sent in a single day. Distrust of weaker banks was avoided by the application of the Bank of Commerce for \$1,000,000 in certificates, and \$2,550,000 were issued Thursday, but the pressure for rediscounts for interior banks is beyond the ability of New York to meet. The secretary of the treasury has given notice that he will anticipate payment of interest July 1, amounting to \$7,500,000, but only \$1,800,000 is on bonds held by banks which will be immediately disbursed. The volume of trade is certainly reduced by monetary stringency. Bank clearings, outside of New York, are declining materially in comparison with last year. In some departments of business orders for merchandise are deferred since there is no assurance of an ability to carry the goods until they are sold, while in other departments orders are not received by those by whom the future is distrusted. The effect on the great industries has been less thus far than might have been feared, as most of the works are employed on orders booked before the trouble began, but many of the works are now reducing the number of hands and others must soon suspend operations unless the prospects become clearer. In the iron business no improvement is perceptible and pig is as low as ever, and while lineshed products are still in fair demand, prices are extremely law. The wool manufacture is moring with greater caution than usual, and sales of scool at all points are very small for the season. Cutton goods are comparatively quiet, and while shipments of boods and shore are un past or dera exceed last year new orders are not encouraging. Speculative markets have been much depressed by monetary stringency. Accounts from the cities nearly all show that monetary conditions affects trade materially, that collections are feels trade materially. That collections are encouraging. Speculative markets have been much depressed by monetary stringency. Accounts from the cities nearly all show that the residuance of sourcessed b

BLOWN TO ATOMS Oll Well Shooter. President Day Disappears.

AND WOULD MURDER HIS WIFE

in Front of a Train and in

Rocameren, N. Y., June 23.—B. J. Doran, a light weight pugilist of note who came to this city a week ago, accompanied by his wife and child, suddenly disappeared with his wife this morning, and their child, which was pparently in good health yesterday, room occupied by the couple. The police are now searching for the pugilist and his wife. In an autopsy on the child's body it was shown that death did not result from natural causes.

Doran's decapitated body was fo Doran's decapitated body was found this afternoon by the tracks of the Rome, Watertown & Ogdensburg road one mile east of Windsor Beach. Coroner Kleindeinst was notified, and on his arrival at the place he found a woman, who told him she was Mary Doran and that the man found dead on the track was her husband. The coroner placed her under arrest and brought her to this city, where she is now in a cell in the police station.

Tale of Blood.

She told the coroner and has since repeated to reporters this story: "My little boy was sick last night. He could not stand up and fell two or three times, cutting his head. About 9 o'clock I got him quiet and I went to sleep. I slept until early morning, when my husband woke me up and told me that the boy was dead. I asked him how he came to die; what killed him, and he said: 'I killed him. I gave him morphine.'"

"He said we must go away or we would be arrested. We took a Lake avenue car and went to Charlotte. Then we crossed the river and went to Wind-

avenue car and went to Charlotte. Then we crossed the river and went to Windsor Beach. We spent the day walking on the shore. Bart said it would be better if we were all three dead, and wanted to get a boat to get me out on the lake and suicide, but he could not get a boat. A train came along and he threw himself under it, and it cut his head off. I don't know what was the matter with Bart, or why he killed the boy."

and not unprepossessing in appearance. She was decidedly cheerful and indifferent considering all the circumstances. The police seem disposed to accept her

story as true. MORE LEVEES BREAK

Two Big Crevasses Reported Yester-day Above New Orleans.

New Orleans, June 23.—There were two crevasses reported today, one on the Mississippi left bank and one on Bayou La Fourche. At 10:30 o'clock this morning the levee opposite Rescus plantation, a few miles above Plaquemine broke, and as it was of sand it widened rapidly. A report received tonight said it was 125 feet wide and effortsto close it were not meeting with success. The big sugar parishes of Ascension and Iberville will suffer severely. The La Fourche break occurred two miles above Thiodeaux, on the east bank, and is thirty feet wide. It will be closed. The river in this city reached the highest point ever recorded by any gauge today—eighteen feet, and it is still rising. As points above also report raises, considerable more is expected.

Its Money and Real Estate Attached

Sax Francisco, June 23.—The board of directors of the Pacific bank decided not to open its doors this morning. The direct cause of the suspension was a notice from the clearing house association that the bank's paper would not be accepted hereafter. The bank had \$1,000,000 and a reserve fund of \$700,000 and \$700 \$1,000,000 and a reserve fund of \$700,000 and deposits amounting to \$1,500,000. Its lears and discounts are said to amount to \$2,500,000. All the money in the Pacific bank and all the real estate under its control were attached by Ferdinand Smith today for \$100,080.00. Transfers were recorded this afternoon from B. H. McDonald to the People's Home Savings bank of the Pacific bank building, valued at \$200,000, his private residence and a dozen other pieces of property.

ONE MAN BURNED. Four Others Seriously Injured in a

Chicago Fire.

Cuicaco, June 23.—A disastrous fire in the Murray & Nickels drug manufacturing plant, at Nos. 153-155 West Polk street, occurred this afternoon, One man was probably burned to death and two others were seriously injured. The following is a list of the dead and injured: William Puhrwerk, probably burned to death; Henry Ewald, seriously burned about the face and hands; Leopoid Lohman, seriously burned about the face and body; Rosloph Block, leg broken and burned about the face and head; Charles Fuhrwerk, burned about the face. The financial loss will be about \$50,000, partially covered by insurance.

Barreone, Pa., June 21.—A terrible glycerine explosion occurred at an early hour this moraing near Guffey station. Andy Muidoon, an oil well shooter, was on his way to Guffey to shoot a well. He had 200 quarts of glycerine in his wagon, and while coming down a steep hill into Guffey station a wheel struck a large stone and the wagon was overtorned. Nothing was found of Muidoon or the horses but a few small pieces of flesh scattered through the woods. The shock was felt for fifteen miles accound and people in the vicinity were severely shocked.

Milwaness, Wis. June 23 - F. I. Day, formerly president of the Plans-inton bank line mysteriously disappeared. While the grant jury

ners investigating the failure of the Piarkington burs. Mr. Pay went to West limber, Indiana, ostensi-kly for his health and since that time

Mr. Day's otherways may that his much are 6614,000 with lightliting at about 865,000. Tale is said to be an optimic

Burrano, N. Y., June 23.—The Tona-wands strike is over. The locked out lumber shovers are to go to work on next Monday, having accepted the proposition of John Robinson, president of Lumbermen's association.

Cataract Bank Suspends.

Niagara Falls, N. Y., June 23.—The
Cataract bank closed this morning, as
act which caused great excitement as
business men had \$700,000 on deposit.

It is said the assets exceed the liabilities.

SAN BERNARDINO, Cal., June 23.—The First National bank closed its doors to-day after undergoing a run for the past five days.

Two Washington Banks Pail. New Witarcon, Wash., June 23.—The Columbia and the First National banks closed their doors today.

FOURTH AT THE PAIR

Choir Sing Patriotic Songs.

Chicago, June 23.—Patriotic songs by a choir of of 100,000 voices is to be one of the features of the Fourth of July celebration at the fair. The singing is to be under the direction of Silas G. Pratt. Trained choirs of 2,000 or 3,000 singers will be placed at the four sideo of the grand court and so directed, to sing in unison the following familiar selections, the entire populace joining, which will be no arranged so as to constitute a vast chorus of at least 100,000 singers. Each special section will have a leader and be supported by a large band of musicians, all being connected by means of electricity, so that Mr. Pratt may indicate the exact time to all alike:

so that Mr. Fratt may indicate the exact time to all alike:

The Dozology—With a salute of cannons to punctuate each sentence.

"The Star Spangled Banner," sung by the populace in unison with the waving of flags on all buildings and the throng of people present.

"Columbia, the Gem of the Ocean."

"Columbia, the Gem of the Ocean."
"America."

At the conclusion of the ringing of the Liberty bell the doxology will be repeated and the new patriotic hymn, "Love and Liberty," by Mr. Pratt, will be sung. Patriotic melodies, such as be sung. Patriotic inclodes, such as "Hail Columbia," "Yankee Doodle," "Battle Cry of Freedom," "Dixie Land," "Marching Through Georgia," etc. For the evening it is proposed to invite specially drilled choirs to sing upon the lageon or grand court songs familiar to American folk.

G. A. R. ENCAMPMENT.

Those Who Want Quarters Should

Indianapolis, June 23.—Estimates which have been sent by the assistant adjutant general of the different departments to the executive director of the twenty-seventh national encampment of the Grand Army, to be held in Indianapolis early in September, indicate that the attendance of ex-soldiers at this great annual gathering will be 40 per cent larger than ever before. This is largely due to the fact that the encampment is to be held at a point which is the center of the Grand Army membership, and will also bring them close to the world's fair, which will be one of the attractions of the occasion. The work of providing accommodations for the crowd is one of the greatest problems connected with the encampment, and is being specially looked after under the supervision of the executive director, to whom applications for quarters in hotels and boarding houses, as well as in barracks, should be directed. In a general circular made public today all who desire to secure quarters are urged to send in their applications immediately, and it is stated that those who fail to do so very soon will have difficulty in making arrangements on account of the great rush.

OSCAR'S CONGRATULATIONS.

He to Glad the Viking Ship Had

New York, June 23.—Captain Anderson of the viking ship received the following cablegram today: Christine, Norway, June 22: Captain Anderson of viking ship—In pursuance of and in command of his majesty, king of Sweden and Norway, I forward his hearty concretionations upon the commission of gratulations upon the completion of your successful voyage across the At-lantic and his appreciation of the excel-lent seamanship shown by captain and

"Tune Frontiers,
"Grand Chamberlain."

Captain Anderson sent the following reply: 'H. R. H. King of Sweden and Norway: In behalf of my crew and my self, I keg to thank your majesty for your hearty congratulations and appreciation of our dead, and wish to assure your majesty that your remembrance of us Norwegian sailors on an ocean triplike this will give pionsure to the whole Norwegian scafaring class.

"Manua Andresos."

Christian Endeavor Convention.

Tirren, Ohio, June 23.—The National Christian Endeavor union of the methodiat episcopal church was called to order today by the vice possident. Miss Jennie White of Cincinnati. The Rev. D. D. Wight Higger received the delagates, and the response was made by the Rev. F. T. Tagg of Bultimore. At the evening assession the president's annual address was read and the convention assessor was presched by the Rev. W. H. Charle of tienver Fulls. Fa.

Will stay in the Pin.

Thou, N. Y., June 22.—The Columbian liberty bell, which was cast last evening in this city, will be gliewed to remain in the pit a week before being raised and will then be finished and seat to Chi-



Prench-English Course. cosic May Sianchard Round P. Treadway Julia Elizabeth Smith

Ida Leora Bartser Edith Conever Sigh Harrie Newton Cole C. Van der Veen, Jr. Amaziah D. Davie Matthew John Wals Max Levitt

Formal Exercises At 10 o'clock yesterday morning every seat in the Fountain Street Emptiest church was occupied, and a few minutes later the sisters and passage ways were filled with friends and relatives of the seniors of the high school of 10, who were about to be honored with written testimonials of having completed the



Opening of the Engelsen.

The exercises opened with a grand flattery by Clurience Reynolds. After fervent and appropriate prayer by the lev. J. T. Husted, the chorus gave triorin in Excelsin, by Burdane.

Biogra W. Dutterlield then delivered